

Nº. 2503

BIRTHS.

MARRIAGE!

DEATHS.

On the 22nd

the 26th

MAIL SUPPLEMENT

HONGKONG, WEDNESDAY, APRIL 2 1890

—●—

BIGOTRY is still a weed of rank growth in

What status had Mr. FRANCIS to make this objection and press it home? He told us, we understand, a member of the Reception Committee that has been ignored and ridiculed by the great body of the community—a Committee appointed, hole-and-corner fashion by the local Government without in any way consulting the wishes or feelings of the Hongkong public. What public interests, general or special, does the learned Q.C. represent? Does he hold a brief from Bishops RAYMOND, or from any important section of the Roman Catholic community? If so, we shall be glad to know it, and at the same time he may as well tell us what his or their interests in the Praya Reclamation scheme are. Who are the Roman Catholic objectors and what are their objections, witnessing, like other sections of the public, the Masonic procession and ceremony against which, according to Mr. FRANCIS they have scruples of conscience? A what does the learned counsel mean when he talks of "the inauguration of a great public work"? The Praya Reclamation is a public work in one sense, but certainly not in the light indicated by Mr. FRANCIS. It is a work to be carried out by private members of the community at their own expense and risk, and merely under Government supervision. How many Roman Catholics have actual rights in any description whatsoever in the Praya Reclamation? We know of *one only* there are any others, we should like to be favored with their names! But we are likely to be, and therefore do not, hear

TROUBLE IN MACAO.

It grieves us exceedingly to learn that there has been serious trouble in Macao and that the ardent politicians of that city are still at "sixes and sevens." But all the world knows, there has lately been a change of Ministry at Lisbon, and although that circumstance would make no difference to a British colony—ought not to any other—the fact remains that it has caused what may be described as a political earthquake in the Hei City. His Excellency the Governor, Rear Admiral TRISTEIRA DA SILVA, we are informed, has been superseded, and is, peremptorily ordered by a telegram from the newly-appointed Minister for Marine and Colonies to return home without delay. Various reasons are given as the cause of this sudden recall, the popular belief being that the Governor's action on the opposite side at the recent election *displeased* to represent Macao in the *Lisbon Cortes* has rendered him *persona grata* to the present Ministry. There may be some force in this suggestion—for it can only be a mere matter of speculation—but if

TELEGRAMS

(Special to N. C. Daily News.)

ENDING OF THE INTERNATIONAL
EXHIBITION AT TOKIO.

LOSS OF THE "GLENDON"

LOCAL AND GENERAL

ORE has been visited by the influenza epidemic, but it is now subsiding.

Peking Gazette of the 14th ulto, containing
 notice of the retirement of Wu Ta-ch'ang.

returns of the number of visitors to the

A well known paddle-wheel steamer *Albatross* now being broken up at Shanghai. The vessel was formerly called the *Nautilus* and built at New York in 1866.

lower the passage rates to train victory over the Straits coolie brokers all along the line. cheap labour will enable them to bear easily the loss arising from tobacco falling in value." Br

Justice in Court it is a Judge's duty to initiate proceedings and then let the law take its course the usual way.

It is officially notified that during the absence of Mr. E. Woodhouse, that the Harbour Master (Capt. Rumsey) will discharge the duties of Police, Magistrate, and Coroner. This is all very well, but what about the duties of Harbour Master? The Assistant Harbour Master only arrived here the other day, cannot possibly know anything whatever at all of the routine of the work, and yet we find the duties of the department, the only man credited with being able to direct the important business connected with our immense shipping interests transferred to the Magistrate, although there are several equally capable persons, bankers, officials, whose services are available. The Assistant Harbour Master, Messrs. R. J. Mackenzie and MacKenzie to this matter, and the members of the Legislative Council, on the 19th ultimo, did not very properly wanted some explanation as to the necessity for appointing an Assistant Harbour Master, and now seems that there is no need for either a Harbour Master, or an Assistant Harbour Master of the department, is apparently carried out by the permanent staff. This ought to be seen to, and the rate-payers' money prevented from being wasted on a useless staff.

the Bill through the Council. Meanwhile, I beg to propose that the Bill be read a first time.
 Mr. A. P. MacEwen seconded.
 Carried.

THE VACCINATION BILL.

The Acting Colonial Secretary—I beg to move the second reading of a Bill entitled The Vaccination Ordinance, 1890. The principal difference in this Bill from that which is at present the law of the Colony is that this does away

with vaccination during certain times of the year. It was represented by the Sanitary Board that to carry on vaccination during the summer months might prove very injurious to the patients. One of the objects of this Bill therefore is to do away with that necessity, which at present exists. Another point is that it deals with the question whether the vaccination has been successful or

not, and there are several other smaller points that the hon. members will become better acquainted with as we go through each section in Committee.

The Bill was read a second time.

THE LAW ON CEMETERIES.

Some discussion took place on the motion for

The third reading of the Bill to amend the Public Health Ordinance. The object of the Bill is to declare certain cemeteries legal burying places under the Public Health Ordinance, and the discussion was as to the form in which this should be done.

The Bill was re-committed and its further consideration adjourned.

12 APRIL 1904. ADJOURNMENT.

The Council adjourned until the 6th April.

The Council adjourned until the 9th April.

GREEN ISLAND CEMENT COMPANY.

The adjourned annual meeting of the shareholders of the above Company was held this afternoon (March 28th), in the Hongkong Hotel. Mr. C. E. Doernbecker, general manager, presided, and Messrs. J. Doernbecker, G. Fenwick, T. Arnold

H. J. James, W. Todd, R. C. Leigh, J. Barton,
 J. D. Hutchison, G. Murray Bain, R. Dipple,
 Sin Asin, Pong Poon, Lee Sing, J. de Sonnaville,
 etc., and J. Foreman, (secretary) were present.
 The Chairman said that the annual meeting
 on the 25th ult. had to be adjourned on account
 of an insufficient attendance, the only business
 done being the election of directors. Since
 then Messrs. Danby, Leigh, and Orange, and
 Mr. Denison, had reported on the Company's

cement very favorably. He (the Chairman) had also approached the Government and the military authorities with respect to using the cement, and they were now experimenting with it. Mr. Brown, the Surveyor-General, had promised to visit Greece on the island when he had time, and inspect the works. He would probably be asked to take samples to be sent to London for analysis and test. The tests on the part of the engineers had been extremely satisfactory, and the quality of the concrete was now completely

he was glad to say, Mr. Fenwick, who had secured it several times, being quite satisfied with it, and that there was no fear of its collapsing again. Several small kilns, capable of turning out about 100 tons a week, had also been built, and when all these kilns were working, another output, it was hoped, would be trebled. At the last meeting some opinions had been expressed in favor of forfeiting shares on which only a call of \$5 had been paid, of which, unfortunately, there held a large number. It was some time before the directors came to a decision. At any rate this held both classes of shares. After considering the matter carefully the directors had decided to call a meeting to deal with it. The time for doing so had better be left to them, considering the large number they held.

He then moved the adoption of the report and accounts.

Mr. Arnold asked several questions on the working account, inquiring who was responsible for the collapse of the kilo.

The Chairman replied evasively, and said the loss was about \$3,000. With respect to the question of interest on calls, it had been usual to allow several weeks' grace.

Mr. Arnold thought that was unfair to the bond-payers, and who sometimes had to borrow money to do it. He was in favor of charging interest—even for one day. He continued:—With reference to the item in the Assets Account, for the purchase of the Company's property, how much of this \$430,000 represents machinery and actual assets, and how much good-will?

The Chairman offered to give the information at the office. *He said he would.*

Mr. Arnold: pressed for it then. It should be stated in the accounts. It was difficult to say where the "good-will" came in, since the business had yet to be created. Could it be stated in the next balance-sheet?

The Chairman:—We can make a rough calculation now if desired.

Mr. Arnold: Surely, you know what we actually paid for machinery.

The Chairman:—That is correct. It is a valuable point, mainly before. Then, there is increased value of land. The good-will will put in, capitalizing the land.

Mr. Arnold:—There is \$86,000 in another place for machinery.

The Chairman:—That has been bought since.

Mr. Arnold:—You spoke about holding a meeting to deal with shares. I would suggest that should also consider the desirability of altering the Articles of Association—anyone who purchased them will see how defective they

there is no power in them for the directors to deal with unpaid calls. They should be asked to agree that power. They should be asked to agree that power. They should be asked to agree that power.

Mr. Leigh: What was the capital of the Company? Witness: \$250,000, in 25 shares. When was the Company formed? It was made 350 shares, so that that accounts for half of the \$500,000.

The Chairman: That is so. Mr. Leigh: That accounts for half of the premium capital. Mr. Arnold: That is the value of the goods. Mr. Leigh: Is a hint from the report, and recorded the adoption of the report, which was given to the shareholders. Some discussion then took place as to alterations in the Articles of Association. Nothing was fixed when the proceedings terminated.

SHOCKING FATALITY ON A STEAMER.

EIGHT PERSONS INVOLUCED.

A shocking fatality, by which eight persons lost their lives, took place on an American steamer, *John A. Brown*, yesterday (March 22). The vessel left Newgal on the 21st inst., arrived here on Monday evening anchored at the eastern end of the Harbour. At 10 o'clock on Monday morning a bad squall was noticed by engineers when in their mess-room, amidst which they attributed at first to dead rats, but declared Captain "Tom" Boyd was not so easily deceived. "The place" and "the men" were "infectious," the place was thoroughly searched, being almost torn up in the process. As no rats could be obtained, Mr. Boecher, chief engineer, ordered a sort of man-hole to be dug across to the water-tank, underneath

SUPREME COURT.

IN VI E-ADMIRALTY JURISDICTION.

(Before Mr. Fielding Clarke, Acting Chief Justice, with Lieut. Lory, R.N., and Captain Seabury, steamship "China," as Assessors.)

THE COLLISION.

The cross-examination of the China Merchants' S. N. Co. and the P. and O. S. N. Co., in respect to the collision between the *Ancona* and the *Kung Pui*, was continued.—Mr. H. V. Drummond (instructed by Messrs. Wotton and Deacon) appeared for the first-named Company, and Mr. Francis, Q.C., with Mr. Pollock (instructed by Messrs. Johnson, Stokes, and Master) represented the other side.

William Graham, chief engineer of the *Kung Pui* said:—The engines of the steamer are 95 n. m. h. power, and are generally worked at about 150 indicated. The second engineer, William Thompson, was on duty in the engine room at the time of the collision. I was on deck, forward, until four or five minutes before I was standing at the bow, a few minutes before the collision. The last time I saw the *Ancona* before the collision, she was going to starboard. Her head was going to port. I thought she was going in the opposite direction to that she should have as she was heading towards Kowloon, crossing the *Kung Pui*. I heard one captain give the order to port when I was at the pilot house. I don't know if the order was obeyed or not. I went from there to the engine room. It took about three minutes to go there. I thought there would be a collision so I went down to look after the engines. I sang out to the second engineer to stand by. The bell then rang from the bridge for the engines to go astern. Looking down I saw the engines put astern; it took eight to ten seconds to reverse them. I remained looking down the engine room skylight until the collision. About a minute after the engines were put astern the collision occurred. I saw the engines going astern at full speed all the time. I don't know what effect going astern for a minute would have on the speed of the ship. We kept Shanghai time in the engine room. An hour or so after the collision I set the clock to Hongkong time which showed a difference of twenty-nine minutes. The telegraph from the bridge to the engine room was in good order. I have been 24 years at sea but do not know the meaning of "port" and "starboard."

Cross-examined:—I was on the forecastle to have a look when coming in. I might have been a couple of minutes at the engine room skylight before the order to go astern was given; I don't know exactly how long. The order given was "port" when I was at the pilot-house. When I went forward to the engine room I thought that perhaps there would be a collision. I don't know how far off the *Ancona* was before the collision. I saw her ahead, crossing our bow; she was right ahead. I waited at the engine room skylight about two minutes, I saw, and am positive, that the engines were put full speed astern as soon as the bell of the telegraph rang. I cannot say how far off ahead the *Ancona* was before the engines were reversed. I entered in my log "clock set back 29 minutes at noon." I admit that I made a mistake in putting it in the log at noon; I copied the log from the slate into the book. The Captain had the log slate photographed. The entry on the log slate was usually rubbed out when I entered it in the book. I didn't, on this occasion, rub it out. I thought it was not required for evidence in this case. At 6.30 a.m. we went low ahead, when entering the port; at 6.40 full speed; at 7.1 it was "Stop." These were the entries on the slate. At 7.14 full speed astern; at 7.15 full speed ahead. 7.14, Shanghai time is equal to 6.47 Hongkong time. I was not on duty when the vessel got under way. The second engineer is still in the ship. The third has left.

Re-examined:—I don't know exactly where we were when the order stop was given as I entered on the slate. I was not startled when I saw a collision was probable. I was calm and cool. My attention was specially fixed on going to the engine room. James Thompson, second engineer of the *Kung Pui* said:—I have been two and a half years in the ship. I was on duty on the morning of the 4th December, and noted all orders on the slate just as they were carried out in accordance with the telegraphic orders from the bridge. I was in charge of the engines from time the ship started until the collision. I gave the log-slate to the chief engineer to enter it in his log-book. I remember the order to go full speed astern was about a minute before the collision. I heard the chief engineer call to me down the skylight. It was, I think, about half a minute before the order to go full speed astern. I answered him at once. I carried out the order to go full speed astern, and the engines acted at once. It took less than ten seconds to put the engine full speed astern. I felt the shock of the collision very severely. A minute and a half elapsed between the orders to go "full speed astern" and "go ahead" again, were given. The order to "go ahead" was given about half a minute after the collision. I carried out the order at once. The engines and telegraph were in good order. That morning we had less steam than is usual with a ship at sea, so the engines were going easy.

By Mr. Francis:—With 7½ pressure the *Kung Pui's* speed would be about 6½ knots, revolutions about sixty-eight. I was not on deck at all that morning. I had no order from the bridge to "Stand by." The chief gave me the order saying "Look out, Thompson, there's going to be a smash." About half a minute later the order to "go astern" came. I don't remember when I gave the log-slate to the Chief. It was taken out of my hand about three weeks after the collision. I heard about the photograph of it being taken. I was told not to clean the slate on the day of the collision because they might be a law suit. I don't know when it was copied into log book.

Hong Chong On, quarter-master of the *Kung Pui* said:—At the time of the collision I was at the wheel with another man. The Captain and Chief officer were on the bridge. The last order before the collision was "port." I ported a little and then got the order "stand by" then later "hard-a-port." This was the last order before the collision. The order "hard-a-port" came from the Captain. I went to the wheel at 4 a.m. that morning. I've often been in and out of Hongkong. I don't know the Channel rocks. I know the Lyee-moon Pass. When we got the order to "port" the *Ancona* was on the port side. When I was ordered to hard-a-port she was about a ship's length ahead.

By Mr. Drummond:—The *Ancona* was on the Hongkong side of us. She was nearer the Hongkong shore than we were, a good distance away. We were the further away of the two. I was going by order of the officers not watching the compass. It is not my duty to keep a look-out at all.

That closed the case for the plaintiff. Captain Mudie, commander of the *Ancona*, said:—My certificate is dated 1879. I have been in command about six years. I was in command on 4th of last Dec. We had five officers. I was on the bridge at the time we cast off from moorings. Mr. Collier, the fourth officer, was on the bridge with me. An Indian was at

the wheel. Mr. Snow the third officer, had to keep a look-out and assist the chief officer. The second and fifth officers were all at their proper stations. The *Arabic* passed us just inside the harbour boundary on the port side. We ported to clear her, about two points. We didn't alter our course before we saw the *Kung Pui*. When the *Arabic* passed us before we sighted the *Kung Pui*. She was about a point and a half on the starboard bow. I saw her masts over the land. She appeared to be heading for Kowloon Docks. When passing the *Arabic* we were going about eight or eight and a half knots. As soon as we sighted the *Kung Pui* I hoisted out half a point I had two reasons for doing so—first I thought I was too close to North point and, secondly, it would give me more sea room for the *Kung Pui*. I do not think that I changed our course then with reference to the *Kung Pui*. It was a mere coincidence. The *Kung Pui* was about two and a half points on the starboard bow. She seemed to be heading on the same course as us. She was then almost half a mile distant. I then decided to go hard a starboard, because I thought she was too close to land for us to pass inside her. We kept the helm hard over for a short time—less than four points over for a short time—then sail in sight, about three points on our port bow besides the *Kung Pui* in sight. The whistle, blown twice, indicated that I was starboarding. After this I blew a hard blast to warn the junks to get out of the way. When I was within a ship's length of the junks, they being a little on the port bow, I stopped the engines. We cleared the junks, and then looked round to see where the *Kung Pui* was. I saw her about half a point abait our beam—I should say her own length, or less, off us, in the path of our own length. I don't think she was there. She came continued on her course when we starboarded she would have passed two lengths astern of us, my ship is 382 feet long. She was half a mile off when we starboarded. She must have ported in order to get so close upon us. Nothing but her porting could have brought her where she was. She struck us between the fore-ripping and the bridge; at an angle from one to two point greater than a right angle. When she struck us I was on the starboard side of the bridge; but not at the very end of it. My own engines were stopped. I don't think she was reversing, as there was no disturbed water under the counter. When I gave the order "hard a starboard" I did not apprehend a collision. I did not hear or see her answer our whistle, and saw no alteration in her course.

The Court then adjourned until to-morrow.

SHANSI NOTES.

The present winter has been the warmest we had in Shansi for some years. No snow has fallen, and the weather has been warm and dry. Such a winter is considered to be very unhealthy for the people, and as a matter of fact there is a great deal of sickness among the Chinese. Throat and lung diseases are most prevalent.

Mr. A. Orr-Ewing, of Ping Yao, has just received a telegram announcing the death of his younger brother, in consequence of which he will return to England this coming summer. Rev. Arthur Sowerby, of the English Baptist Mission, Tai-yuan Fu, and the senior member of that mission in this province, expects to return with his family to England early in the spring. At the conference of the missionaries of this province, held in Tai-yuan last October, it was decided to start a circular letter system of communication for the missionaries of this province only, and the first letter has just arrived. The present winter seems to have been the best in many respects, in the history of work in Shansi. The number of inquiries is large, and the general interest in the work and teaching of the missions very encouraging.

The American Board Mission has just held an Annual Meeting in Fén-chou Fu with eleven missionaries present. Six of them joined the mission this year, and are now busy studying the language. The present outlook for this mission seems hopeful. The school in Tai-yuan is very popular with the people, and a large number of applications have been refused. The pupils are taught geography and arithmetic in addition to their own language, and Christian books. A small tuition fee is charged, which seems to increase the respect of the people for the school.

Cases of persecution of native converts are reported from the southern part of this province, but nothing very serious has occurred. While the foreigners were absent from Tai-yuan attending the annual meeting, one of their servants was caught by the street watchman while employing something on the street, and was being carried to the Yamen when a man interfered and rescued him. The watchman had some grievance against the foreigners. These little things admonish the foreigners to be careful. On the whole we are treated with great kindness by the people, and it speaks well for the character of the Chinese that, with all their prejudices against foreigners and their inability to appreciate the reasons for their living in the interior, they treat them with such kindness.

The assumed position of superiority which the foreigners naturally take is not calculated to call out what is best in the Chinese character. If we were compelled to throw ourselves on the generosity of the people and appeal to their better nature we should doubtless find very much more in them to admire than we now do. The writer was once overtaken by a rain storm, while on the road, and found himself at dark, one day, in a small village twelve miles from an inn. The road before him was especially dangerous, and the night promised to be very dark. On inquiry it was found that there was no inn in the village, and no place where they would take travellers. A crowd of villagers gathered around, and the all said it was impossible to reach the inn that night. "What shall I do?" I asked. "I cannot go on, and there is no inn in this little village; must I stay in the street all night?" After a long talk among themselves, one young man stepped out, took the reins of my bridle, and led my animal into a yard, where he said they would keep me for the night. My bedding was wet and the night was cold, but the proprietor of the shop gave me his own bed and bedding, as I learned in the morning and when, on rising early, I saw that he had slept on a table near the stove with nothing over him but his coat.

In travelling about we find the accommodation very poor indeed. A Chinese inn proves to be the most uncomfortable place imaginable, but I have yet to go to an inn where I have not been given the best that was to be had, and where they did not do the best they could to make me comfortable. The village people are especially hospitable and seemingly glad to entertain their friends. In passing through villages I have often been invited into a shop or house to rest and drink tea, and when visiting them in their homes I have always had the best room and the best food that they could furnish. Hardly indeed must be the heart that is not touched by these earnest efforts to make one comfortable.

The Chinese who have come in contact with the foreigners a very little, seem to think that the tastes of these strangers are directly opposite to theirs. Reasoning from this they sometimes argue that what a Chinaman cannot eat is good food for a foreigner. A gentleman, to whom I had given some medicine, brought me a present of tea, and laying it down on the table said:

"This is a kind of tea that we cannot drink, but you foreigners will like it." The rule did not hold good in this case.

The Fén-chou Fu people, although in very reduced circumstances, lay claim to some special honours. They say that the father of the present Emperor's wife was the *Fu Tai* of this district 20 years ago. What benefits they may derive from this rather distant connection with the Imperial court is difficult to fathom.

A teacher here has informed me that the sacred edict is expounded at 6 o'clock on the morning of the 1st and 15th of each month to large audiences—400 or 500 often being present. It is this, the edict, must be peculiar in that respect. They cannot, however, be called a reading people, for there is not a bookstore in the city, and one can find only a few old books for sale on the street or in a little drug shop.

Since the first notes were written heavy snow has fallen, and there is now nearly four inches of snow on the ground.—Chinese Times.

CHINKIANG.

(FROM OUR CORRESPONDENT.)

26th March, 1890. The weather continues cold and unsettled. The community are anxiously awaiting the advent of a little warm and genial weather to set in, to drive away some of the sickness which has of late been very prevalent among the natives. I regret to say that several Europeans have been down with it, but owing to the professional skill of our worthy resident medical officers on a fair way to convalescence. It is in contemplation to establish an hospital here for the natives, and a public meeting is to be held shortly to take the scheme into consideration. A rifle corps is in process of formation, consisting of a few members of the community, arms and ammunition being found by our City Fathers, the use of the rifle butts for practice having been given by the General in command of the forts.

The firm of Messrs. D. M. David are leaving at the end of the month for Shanghai. It is a very old established house, and it is hoped that the firm's warehouse will prove advantageous to a business point of view.

The firm of Wai-tai & Co. S. K. Kips has been appointed Customs Consular Agent at that port. A better selection could not have been made.—Mercury.

CHI-NAN-FU.

(FROM OUR CORRESPONDENT.)

March 2nd, 1890. The Governor has lately had several memorials sent to the Throne on the Yellow River, and has received several edicts on the subject from the young and active Emperor. His proposition to utilise the new channel to the sea, to which we referred some time ago, was accepted, and at the same time the Governor was cautioned to fully inform himself on the wisdom of the change. His request to send a special commissioner was not endorsed, but he is left to look after the huge task himself—by no means a pleasing outlook. Several edicts of the Governor's ideas and suggestions have evidently come from different foreigners, though no names are mentioned. The English Baptist Mission, composed here of only Mr. James, is still pushing forward. A shop on the main street has been rented for a book-store, to be in charge of two natives, and at present it is being nicely fitted up, and when the large supply of foreign books are once put on sale, there will be quite a "run."

The Americans have lately secured a favourable decision on the right to purchase property. Not quite three years ago a riot occurred against a school-house leased by the Mission. After considerable discussion, the lease was returned, and the question was referred to the Taotai, whether it should be redeemed or purchased. He replied that it should be just as the owners saw fit, and left it to the parties to consult together and decide on what was best. This, then, is the old decision, that property can be purchased by missionaries, if the parties are willing. It is to be hoped this law may be applied to the still unsettled case referred over two years ago to the U.S. Minister.—N. C. Daily News.

SHANTUNG.

(FROM A CORRESPONDENT.)

4th March, 1890. I have just learned on coming to this city (Ankai in Central Shantung) the particulars of a raid on the magistracy's yamen by a band of robbers, which took place about a short time ago. The affair is similar to that reported by Viceroy Li, and mentioned in your paper of the 31st January. About midnight the robbers, ten or a dozen in number, presented themselves at the magistracy's door and demanded silver. As the request was not immediately complied with, two of the gang proceeded to bind the official, while a third threatened him with instant death if their demand was not granted. An elderly member of the band then came up and dissuaded the executioner from his purpose, but told the official that he could not save his life if he did not tell where the silver was. This had the desired effect, and the magistracy gave them the keys of his strong box. It is supposed that the robbers took about a thousand taels, besides some valuable clothing. The ornaments of the young women of the family were also taken. The magistracy knew by their dialect that they were from the Chihli Province, and the general opinion is that they were, from the same district (Tangchow) as those referred to in the *Peking Gazette*. It seems that the robbers of this district have established for themselves a reputation for daring all over the north of China. I said to my informant, a scholarly native, "It is very strange that they should thus attack the magistracy's yamen." "It is not at all strange," he replied; "it is in fact quite a common thing now; only a year or so ago, a similar attack was made on the magistracy's yamen in Shinkuang, and raids of the same kind have frequently taken place elsewhere." It appears that the officials are to a certain extent helpless in such cases. They can take no measures to apprehend the robbers, because then the robbery would become widely known, and if the report of it should reach his superior, the magistracy would lose his position. The robbers no doubt know this, and are emboldened in consequence. The only thing the official can do is to pass it over as quietly as possible, and the robbers in the mean time congratulate themselves on their immunity from punishment.—N. C. Daily News.

To-day's Advertisements.

NOTICE.

THE SUPERIORESS OF THE ITALIAN CONVENT, Calne Road, begs to inform kind friends of the Institution that on **EASTER MONDAY** at 10 a.m. there will be a **FANCY BAZAAR** at the CONVENT on behalf of the poor and destitute, under the kind patronage of His Excellency the Administrator. Hongkong, 2nd April, 1890.

To-day's Advertisements.

THE NEW EAST BORNEO PLANTING COMPANY, LIMITED.

(Hongkong, G.)

Capital \$400,000 Divided into 40,000 Shares of \$10 each, of which 20,000 A shares fully paid up to be paid to the Vendors the East Borneo Planting Company, Limited, as the consideration for the Melapi Estate taken over as a going concern and 20,000 B shares to be offered to subscribers.

Terms \$3 on application and the balance at call as required. Not more than \$2 to be called up at any one time and one month's notice to be given of a call.

The B shares to be entitled, for 5 years from the Registration of the Company, to a cumulative preferential dividend of 7 per cent, per annum on the amount for the time being paid up on such shares. The A shares to be entitled to a dividend at the like rate after such payment and the residue of profit to be divided between the A and B shares on the amounts paid up respectively on such shares or to be carried to reserve or otherwise dealt with as the directors shall determine.

DIRECTORS.

Bendyshe Layton, Hongkong. Henry List, N. Dalrymple, Hongkong. Edward Ellis, Abrahamsen, British North Borneo. Alfred Parker-Stokes, Hongkong.

BANKERS.

Hongkong & Shanghai Banking Corporation.

SOLITORS.

Johnson, Stokes & Master.

OFFICE.

Gibb Livingston & Co., Hongkong.

ABRIDGED PROSPECTUS.

The objects of the Company are to acquire the property and take over the business of the East Borneo Planting Company, Limited, as a going concern, and to plant and grow tobacco, pepper, &c., on their Estate (called the Melapi Estate) consisting of 10,000 acres of land on the now well known Klabang River, British North Borneo.

The East Borneo Planting Company, Limited, commenced clearing in the Autumn of 1888, and have been working their Estate to the present time. The result of the working for the year 1889 has been a crop of tobacco of the required quality as regards both size and texture of leaf, and samples have been valued by experts in London at 2/6 to 3/- per lb. and reported on in *Amateur* as of excellent quality. The Capital of the Company has been found insufficient for the requirements of the enterprise. It has therefore been determined that the East Borneo Planting Company, Limited, shall be reconstituted, and the present Company has been formed for the purpose.

The Capital of the East Borneo Planting Company, Limited, is \$200,000, divided into 4,000 shares of \$50 each fully paid up, and the consideration to be paid to the Shareholders in the Company is the same amount in 20,000 fully paid up shares in the present Company. The remaining 20,000 shares to be offered for subscription in terms of this prospectus and to be available for the further development of the Estate.

The work which has been done on the Estate is as follows: A Manager's house and Assistant's house have been built, also coolie sheds and drying and fermenting sheds. Roads have been cut, drains made and jungle cleared for planting 150 fields for 1890. There is also a Pepper Plantation on which between \$4,000 and \$5,000 has been expended, and the prospects of which are good. The whole is in full working order, there is an ample supply of Chinese labour.

The cash balance of the old Company and the proceeds of the Sale of the 1889 crop, which goes to Europe about May next being taken over as part of the assets, the Directors have good reason to believe that there will be nearly sufficient funds to work the crop of 1890 and that in any event it will not cost the present Company more than \$30,000. This crop, with the present organised labour force, may reasonably be expected to yield from 6 to 8 piculs a field, or an estimated value of \$100,000 to \$130,000. In good years the average yield per field may be considerably higher. The Ranow Estate British North Borneo has produced 101 piculs a field.

The results to be obtained from the first year's working of this Company with 18 months labour already done on the Estate may be reasonably expected to be as follows:—
150 fields @ 20 piculs a field = 3,000 piculs
or 12,000 lbs. @ 2/6 per lb. = \$113,513.58
Deduct for charges shipping &c., (liberal estimate) \$10,000
Deduct for working a/c. 30,000
\$73,513.58

Showing on first year's working of this Company a profit of over \$70,000.

Forms of application to be obtained from the Hongkong & Shanghai Banking Corporation. The subscription list will close on the 9th April, 1890.

Hongkong, 2nd April, 1890.

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"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLAMORGANSHIRE."

FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless to the contrary be given before Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 7th instant, will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 7th instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.

Hongkong, 2nd April, 1890.

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CHINESE GOVERNMENT 7 per cent SILVER LOAN OF 1886.

7th DRAWING.

INTEREST due and DRAWN BONDS of this LOAN will be payable at the Office of the Corporation on and after the 31st instant.

Lists of DRAWN BONDS can be obtained on application to the undersigned.

For the Hongkong and Shanghai Banking Corporation, Agents issuing the Loan: WADE GARDNER, Acting Chief Manager.

Hongkong, 31st March, 1890.

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To-day's Advertisements.

FOR SHANGHAI.

THE Steamship.

"YANGTSE," Captain C. W. Tonningsen, will be despatched for the above Port, TO-MORROW, the 3rd inst., at 4 P.M.

For Freight or Passage, apply to

STEAMSHIP & CO. Hongkong, 2nd April 1890.

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STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"VENETIA," Captain Gaddi, will leave for the above places, on SATURDAY, the 5th inst., at NOON.

E. L. WOODIN, Superintendent.

Hongkong, 2nd April 1890.

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MOGUL S.S. CO. LD.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship.

"MOGUL," Captain Johnson, will be despatched for the above Ports, on or about the 9th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 2nd April 1890.

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GRIFFITH'S

NEW PHOTOGRAPHIC STUDIO.

No. 2, Duddell Street, (Between the New Oriental Bank, and Mr. Lammer's Auction Rooms).

Entrance from Duddell Street & Ice House St.

MR. GRIFFITH'S STUDIO is open daily from 8 A.M. to 5 P.M. for producing First-class PHOTOGRAPHIC PORTRAITURE in all the newest styles. Views of Hongkong and the Coast Ports, with choice illustrations of Chinese life and character, always ready.

Portraits enlarged to life size and painted in Oils or Water Colours by First-class Artists. Miniatures on Ivory, and all kinds of reproductions.

Hongkong, 2nd April 1890.

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NOTICE.

THE INTEREST AND RESPONSIBILITY OF MR. A. C. CO. IN OUR FIRM OF BULL, BULLION, AND SHARE BROKERS CEASED ON THE 15th MARCH, 1890.

(OHEEN & ADIS.)

Hongkong, 1st April, 1890.

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Intimations.

HONGKONG RIFLE ASSOCIATION.

PROGRAMME OF EIGHTH PRIZE MEETING.

TO BE HELD AT KOWLOON ON FRIDAY April 4th, SATURDAY 5th, and MONDAY 7th, 1890.

(PRESIDENT.)

G. E. Newley Esq.

COMMITTEE:

E. L. Woodin, Esq. (Chairman).

John Anderson, Esq.

W. D. Braithwaite, Esq.

Col. Verrier Chatter, 1st Lt. A. & S. Highlanders.

Major Dempster.

C. Ford, Esq.

A. Shelton Hooper, Esq.

Lieutenant Martin, R.N.

Capt. Robinson, 1st Lt. A. & S. Highlanders.

E. Robinson, Esq.

Commander Ramsey, R.N.

H. E. Wadehouse, Esq. C.M.G.

Lieut. Carlyle, R.A.

HON. SEC. & TREASURER:

C. Vivian Ladds, Esq.

1st.—All Comers.—Distance 200 yards. No. of Shots—Seven. Unlimited entries 20 cents each. Ten prizes, value \$44, presented by the Association.

